

**MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL MEETING**

January 29, 2014
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

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| * Mayor Scott Smith, Mesa, Chair | Mayor Rebecca Jimenez, Guadalupe |
| Mayor Michael LeVault, Youngtown,
Vice Chair | Mayor Thomas Schoaf, Litchfield Park |
| # Vice Mayor Robin Barker, Apache Junction | Mayor Christian Price, City of Maricopa |
| Mayor Marie Lopez Rogers, Avondale | * Supervisor Steve Chucuri, Maricopa County |
| Mayor Jackie Meck, Buckeye | * Mayor Scott LeMarr, Paradise Valley |
| Councilmember Mike Farrar, Carefree | Councilmember Cathy Carlat, Peoria |
| * Councilmember Reginald Monachino,
Cave Creek | Mayor Greg Stanton, Phoenix |
| # Mayor Jay Tibshraeny, Chandler | Supervisor Todd House, Pinal County |
| # Mayor Lana Mook, El Mirage | Mayor Gail Barney, Queen Creek |
| * Mayor Tom Rankin, Florence | * President Diane Enos, Salt River |
| * President Ruben Balderas, Fort
McDowell Yavapai Nation | Pima-Maricopa Indian Community |
| Mayor Linda Kavanagh, Fountain Hills | Mayor W. J. "Jim" Lane, Scottsdale |
| Mayor Steven Holt, Gila Bend | Mayor Sharon Wolcott, Surprise |
| * Governor Gregory Mendoza, Gila River Indian
Community | Mayor Mark Mitchell, Tempe |
| Mayor John Lewis, Gilbert | * Mayor Adolfo Gamez, Tolleson |
| Mayor Jerry Weiers, Glendale | Mayor John Cook, Wickenburg |
| # Mayor Georgia Lord, Goodyear | Victor Flores, State Transportation Board |
| | Joseph La Rue, State Transportation Board |
| | Roc Arnett, Citizens Transportation Oversight
Committee |

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference

1. **Call to Order**

The meeting of the MAG Regional Council was called to order by Acting Chair Michael LeVault at 11:30 a.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Acting Chair LeVault introduced Councilmember Mike Farrar as the new Regional Council representative for the Town of Carefree. Acting Chair LeVault presented Councilmember Farrar with his Regional Council membership certificate.

Acting Chair LeVault announced that Vice Mayor Robin Barker, Mayor Georgia Lord, Mayor Lana Mook, and Mayor Jay Tibshraeny were joining the meeting via teleconference.

Acting Chair LeVault noted that a draft letter for agenda item #7 was at each place.

Acting Chair LeVault announced that this was the last Regional Council meeting for Victor Flores. He presented Mr. Flores with a Resolution of Appreciation that was prepared in recognition of his service to the MAG region.

Acting Chair LeVault requested that members of the public who would like to comment fill out a blue public comment card for the Call to the Audience agenda item, or a yellow public comment card for Consent Agenda items or items on the agenda for action. Transit tickets for those who purchased a transit ticket to attend the meeting and parking validation were available from staff.

3. Call to the Audience

Acting Chair LeVault noted that the Call to the Audience provides an opportunity to members of the audience who wish to speak on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens are requested to not exceed a three minute time period for their comments. A total of 15 minutes is provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.

Acting Chair LeVault recognized public comment from Donna Kruck, Director of the Advocacy Program at the Arizona Bridge to Independent Living. Ms. Kruck stated that public transit is the only transportation option for many people. Poor vision and poverty are only two of the reasons people do not drive. Ms. Kruck stated that some in the disability community had gotten the idea that a percentage of money going to public transit was being reduced, but in speaking with MAG staff, she found out this was untrue and that public transit funding was safe because it was in statute. Ms. Kruck remarked that the reason services have declined over the past five years was due to the economic downturn. She noted that Paratransit is called "Dial-A-Wait" by the disability community because it is often unreliable. Ms. Kruck stated that through her job, she has been involved in removing barriers to employment and timely transportation is key to that. She said that she knew MAG Regional Council had no control over the economy and has been trying hard to keep programs operating, but the problems have only worsened over the past five years. Ms. Kruck stated that even though it is subsidized quite a bit, Dial-A-Ride is

expensive for those on a limited income and limits where a person wants to travel. She stated that she wanted to keep awareness that public transportation is part of making the community accessible for everyone. Acting Chair LeVault thanked Ms. Kruck for her comments.

Acting Chair LeVault recognized public comment from Pat Vint, who said he was going to turn on his recorder. He mentioned that he grew up in Omaha, Nebraska, and he arrived in the Valley in 1951 at Luke Air Force Base from Korea. Mr. Vint stated that he saw his friend, Mayor Stanton. Mr. Vint reported that Mayor Stanton did his best to maintain order at the January 28th Phoenix City Council meeting, but it was a disaster, with the councilmembers speaking over each other. He expressed that he wished he had settled in a city other than Phoenix, but now it is difficult for someone his age to relocate. Mr. Vint stated that Phoenix Development Services, Neighborhood Services, and Planning and Zoning Departments seem to hate people who are successful. He said he has been a success and sold his business. Mr. Vint reported that the City now picks on the new owner. Mr. Vint stated that Patrick Ravenstein threatened him that if he did not dust proof the side of the mountain he would have him fined \$2,500 per day plus jail time. Mr. Vint said he could take him down. Acting Chair LeVault thanked Mr. Vint for his comments.

Acting Chair LeVault recognized public comment from John Rusinek, who stated that his city council representative has given him only 15 seconds of his time, and that is a conservative estimate. Mr. Rusinek reported that the councilmember said Mr. Rusinek has a vendetta against his neighbor with the dust problems, but he has never heard Mr. Rusinek's side of the story. Mr. Rusinek stated that he hoped Regional Council members do not treat their citizens the way he has been treated. He said he has a nine-year log and a stack of photographs of the dust problem that no one will look at. Mr. Rusinek said the neighbor threatened his wife and said the war has started. He reported that his dog was poisoned with rat poison on June 3, 2005, in his backyard. Mr. Rusinek stated that he has met with approximately 30 Phoenix staff members, but no one will look at his log or pictures. Acting Chair LeVault thanked Mr. Rusinek for his comments.

Acting Chair LeVault recognized public comment from Dr. Marvin Rochelle, who expressed concern that light rail construction in the West Valley has been delayed while others have moved ahead. He said that the West Valley needs light rail. Dr. Rochelle expressed his support for Mayor Stanton's efforts to improve trade with Mexico. Acting Chair LeVault thanked Dr. Rochelle for his comments.

Acting Chair LeVault recognized public comment from Dianne Barker, who stated that she believed citizens should have dialogue with the government and they have a duty to speak. She said that it looks like the EPA is proposing to accept the state plan. Ms. Barker stated that from the material she read, it looked like MAG was over-programmed for CMAQ funds. She noted that the certification for the grant recipient for this region, which is Phoenix, is due, and she wanted to make sure this region is in compliance. Acting Chair LeVault thanked Ms. Barker for her comments.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported on items of interest in the MAG region. Mr. Smith announced that MAG, along with other councils of governments, received a \$75,000 Solar Ready II

Grant from the US Department of Energy. The purpose of the grant is to reduce the non-hardware solar costs and to expand the adoption of solar technology. Mr. Smith stated that all MAG member agencies are invited to attend the first meeting of the Solar Stakeholder Group scheduled for February 4, 2013, at MAG.

Mr. Smith reported that the 2014 Desert Peaks Awards will be held June 25, 2014. He noted that the call for nominations has been issued, and the deadline for submission is March 14, 2014. Mr. Smith noted that nomination forms are available on the MAG website and from MAG staff. He stated that the awards recognize regional excellence in six categories: Public Partnership, Public Private Partnership, Professional Service, Regional Partnership, Economic Development Champion, and Regional Excellence.

Mr. Smith reported that Mayor Greg Stanton was honored on January 23, 2014, by the Latino Leaders Network at a Washington, D.C., event for his commitment to advancing diversity and issues important to the Latino community. Mayor Stanton was applauded.

Mr. Smith announced that the MAG region was a winner in the Generations United 2014 Best Intergenerational Community Award Competition. He thanked Mayor Stanton for signing the application on behalf of the region. Mr. Smith noted that the award will be presented at an event in Washington, D. C., in March. He said that the application was supported by Arizona Museum of Youth, Benevilla, Duet, Experience Matters, Golden Gate Community Center and Oakwood Creative Care, ASU, A.T. Stills University, local high schools, Rio Salado Community College, Arizona Community Foundation, and the Virginia G. Piper Charitable Trust. Mr. Smith stated that the cities of Glendale, Phoenix, Scottsdale, Surprise and Tempe contributed greatly to the application.

Mayor Stanton stated that Amy St. Peter, MAG staff, who worked on the application, does awesome work.

Acting Chair LeVault thanked Mr. Smith for his report.

5. Approval of Consent Agenda

Acting Chair LeVault noted that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I and #5J were on the Consent Agenda.

Acting Chair LeVault asked members if they had questions or requests to hear a Consent Agenda item individually. None were noted. No public comment cards were received.

Acting Chair LeVault called for a motion to approve Consent Agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, and #5J. Mayor Jim Lane moved approval of the Consent Agenda. Mayor Marie Lopez Rogers seconded, and the motion passed unanimously.

5A. Approval of the December 4, 2013, Meeting Minutes

The MAG Regional Council, by consent, approved the December 4, 2013, meeting minutes.

5B. Recommendation of Projects for FY 2014 Traffic Signal Optimization Program

The MAG Regional Council, by consent, approved the list of Traffic Signal Optimization Program projects for FY 2014 and deferment of the two proposed projects as shown to FY 2015. On August 9, 2013, MAG announced a request for new projects for the Fiscal Year (FY) 2014 Traffic Signal Optimization Program (TSOP). The budget available for new TSOP projects is \$347,000. Eleven project applications were received. Nine of the proposed TSOP projects have been recommended along with two additional projects that would involve performing evaluation of before-and-after conditions and provide a workshop on traffic signal timing software. Two of the proposed projects, from the City of Phoenix and Maricopa County, are recommended to be deferred to the next TSOP program cycle for FY 2015. The execution of these projects would help improve freeway and arterial traffic signal coordination on parts of I-10, Loop 303 and US-60 corridors and also on a number of local arterial streets. The total estimated cost for these projects is estimated at \$335,000. All projects will be carried out using MAG on-call consultants. The list of Traffic Signal Optimization Program projects was recommended for approval on November 5, 2013, by the MAG ITS Committee on December 12, 2013, by the MAG Transportation Review Committee, and on January 8, 2014, by the MAG Management Committee.

5C. Arterial Life Cycle Program Status Report - May 2013 Through November 2013

The Arterial Life Cycle Program (ALCP) is the financial management tool for the arterial street component of the Regional Transportation Plan (RTP). Management of the program is guided by the ALCP Policies and Procedures, which were approved by the MAG Regional Council on December 9, 2009. The ALCP Policies and Procedures require that a status report is provided to MAG committee members to give an update on all project requirements and financial information. The ALCP Status Report has traditionally been published on a semiannual basis. The May 2013 through November 2013 Status Report is the first for FY 2014. The report provides information on the 48 projects scheduled for work and/or reimbursement this fiscal year. Of these 48 projects, 11 are in the design phase, 13 are in the right-of-way-acquisition phase, and 24 are in the construction phase. It is anticipated that 10 of these projects are or will be completed and open to traffic by July 1, 2014. Scheduled ALCP project reimbursements in FY 2014 total \$78 million. Federal funds comprise \$29 million of the total programmed reimbursements while the remaining balance of \$49 million is programmed with the ½-cent sales tax allocated to arterial roads, known as the Regional Area Road Fund (RARF). Actual RARF revenue collections in FY2013 totaled \$35.9 million, which was slightly higher than what had been projected in the October 2012 Arizona Department of Transportation revenue forecast. Through October 2013, current fiscal year collections have totaled \$12.2 million. A list of ALCP Project Requirements received to date can be found on Pages 4 and 5 of the ALCP Status Report. The report also provides additional detail on the status of projects, revenues, and other relevant program information.

5D. Project Changes - Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program, FY 2014 Arterial Life Cycle Program, the Regional Transportation Plan 2010 Update, and as Necessary, the Draft FY 2014-2018 Transportation Improvement Program

The MAG Regional Council, by consent, approved amendments and administrative modifications to the FY 2011-2015 MAG Transportation Improvement Program, Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2010 Update and draft FY 2014-2018 Transportation Improvement Program. The Fiscal Year (FY) 2011-2015 MAG Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) 2010 Update were approved by the MAG Regional Council on July 28, 2010 and have been modified thirty-one times. The last modification was approved on December 4, 2013. Table A includes changes to the FY 2014 Arterial Life Cycle Program. The amendments consist of a correction and schedule update to the Scottsdale Airpark Area project and an adjustment to the Black Mountain Boulevard project reimbursement schedule. The amendments will not adversely impact the balance of programmed reimbursements. Table B includes adjustments to project budgets in the Highway Program. Table C lists a correction to the FY 2013 transit program of projects. Table D contains amendments to the Highway Safety Improvement Program (HSIP). All of the projects to be amended may be categorized as exempt from conformity determinations and administrative modifications do not require a conformity determination. The project changes were recommended for approval by the MAG Transportation Review Committee on December 12, 2013, and by the MAG Management Committee on January 8, 2014. Changes since the Transportation Review Committee meeting were tinted in yellow. Changes since the Management Committee meeting were tinted in blue. On January 29, 2014, the Transportation Policy Committee recommended approval of the project changes.

5E. Recommendation of Projects for the MAG Transportation Alternatives Program

The MAG Regional Council, by consent, approved the modified ranked list of projects for Transportation Alternatives funding for FY 2015-2017; amendment of the FY 2011-2015 MAG Transportation Improvement Program; and addition of projects to the Draft FY 2014-2018 MAG Transportation Improvement Program. On September 25, 2013, the MAG Regional Council approved the goals and objectives and evaluation team composition for the Transportation Alternatives (TA) program. That same day, applications for infrastructure projects opened with a due date of October 22, 2013. In total, 33 applications were received from 16 MAG member agencies (Apache Junction, Avondale, Buckeye, Chandler, Cave Creek, Fort McDowell Yavapai Nation, Gilbert, Glendale, Litchfield Park, Maricopa County Department of Transportation, Mesa, Peoria, Phoenix, Scottsdale, Surprise, and Tempe). Total funding available is approximately \$12 million for FY 2015-2017, while requests for funding totaled more than \$24.5 million. On December 5, 2013, application review and project ranking concluded with presentations to the TA Evaluation Team (two members each of the MAG Bicycle and Pedestrian, Safety, and Street Committees, one member of the Transit Committee, and one representative each from Federal Highway Administration and the Arizona Department of Transportation). On December 12, 2013, the MAG Transportation Review Committee recommended approval of the ranked list with the removal of the Phoenix project (Third Street Promenade: Roosevelt Street to Thomas Road, ranked 14) and the Mesa project (Consolidated Shared-Use Pathway – P2

Lighting, ranked 15), so that all other projects move up in ranking. If additional funds become available (e.g., a project does not obligate), projects will be funded in rank order. The MAG Management Committee recommended approval on January 8, 2014. On January 29, 2014, the Transportation Policy Committee recommended approval.

5F. Status of Remaining MAG Approved PM-10 Certified Street Sweeper Projects That Have Not Requested Reimbursement

A status report was provided on the remaining PM-10 certified street sweeper projects that have received approval, but have not requested reimbursement. To assist MAG in reducing the amount of obligated federal funds carried forward in the MAG Unified Planning Work Program and Annual Budget, MAG is requesting that street sweepers be purchased and reimbursement be requested by the agency within one year plus ten calendar days from the date of the MAG authorization letter.

5G. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program and Regional Transportation Plan 2010 Update. The amendment and administrative modification involve several projects, including changes to Arterial Life Cycle Program projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination.

5H. Finding of Conformity for the Draft FY 2014-2018 MAG Transportation Improvement Program and Draft 2035 MAG Regional Transportation Plan

The MAG Regional Council, by consent, approved the Finding of Conformity for the Draft FY 2014-2018 MAG Transportation Improvement Program and Draft 2035 MAG Regional Transportation Plan. The Draft 2014 MAG Conformity Analysis concludes that the Draft FY 2014-2018 MAG Transportation Improvement Program (TIP) and the Draft 2035 MAG Regional Transportation Plan meet all applicable federal conformity requirements and are in conformance with applicable air quality plans. On November 25, 2013, a public hearing was conducted on the Draft TIP, Draft 2035 MAG Regional Transportation Plan, and Draft 2014 MAG Conformity Analysis. The Draft 2014 MAG Conformity Analysis for the Draft TIP and Draft 2035 Regional Transportation Plan was recommended for approval on December 3, 2013, by the MAG Air Quality Technical Advisory Committee and on January 8, 2014, by the MAG Management Committee. Approval of the conformity finding by the Regional Council is required for MAG adoption of the TIP and Regional Transportation Plan.

5I. Status Update on the June 30, 2013 Single Audit and Management Letter Comments, MAG's Comprehensive Annual Financial Report and OMB Circular A-133 Reports (i.e., "Single Audit") for the Fiscal Year Ended June 30, 2013

The MAG Regional Council, by consent, accepted the audit opinion issued on the MAG Comprehensive Annual Financial Report and Single Audit Report for the year ended June 30, 2013. The accounting firm of CliftonLarsonAllen LLP has completed the audit of MAG's Comprehensive Annual Financial Report (CAFR) and Single Audit for the fiscal year ended June 30, 2013. An unqualified audit opinion was issued on November 18, 2013, on the financial statements of governmental activities, the aggregate discretely presented component units, each major fund and the aggregate remaining fund information. The independent auditors' report on compliance with the requirements applicable to major federal award programs, expressed an unqualified opinion on the Single Audit. The Single Audit report indicated there were no reportable conditions in MAG's internal control over financial reporting considered to be material weaknesses, no instances of noncompliance considered to be material and no questioned costs. The Single Audit report had no new or repeat findings. The CAFR financial statements and related footnotes were prepared in accordance with the Government Finance Officers Association's (GFOA) standards for the Certificate of Achievement for Excellence in Financial Reporting awards program. Management intends to submit the June 30, 2013, CAFR to the GFOA awards program for review. If awarded the certificate for the June 30, 2013, CAFR, this would be the agency's 16th consecutive award. On January 8, 2014, the MAG Management Committee recommended acceptance. On January 21, 2014, the MAG Executive Committee recommended acceptance.

5J. Resolution of Support for Extending the Border Zone in Arizona

The MAG Regional Council, by consent, approved the Resolution of Support for Extending the Border Zone in Arizona to include all of Arizona. Tourism is one of the largest industries in Arizona, and tourists from Mexico are critically important. At the peak of the economy, 24 million Mexican visitors came to Arizona and spent \$2.7 billion. According to Customs and Border Protection (CBP), the Border Crossing Card is one of the most secure travel documents used at the border and allows for faster processing at both the port of entry and interior immigration checkpoints. Currently, the border zone is 75 miles from Arizona's ports of entry except for Yuma, which is 25 miles. Increasing the border zone to all of Arizona will provide more destinations of interest for border crossers, potentially attracting more middle class Mexicans for tourism travel. MAG staff has worked with the COG/MPO Directors to develop a Resolution of Support for Extending the Border Zone in Arizona. Staff, along with the EDC Chair, have been invited to present at several Arizona COG/MPO Board meetings. To date, the Western Arizona Council of Governments, the Yuma Metropolitan Planning Organization, the Inter Tribal Council of Arizona, and the Flagstaff Metropolitan Planning Organization have signed and passed the resolution. Also, the Nogales City Council has passed the resolution. The next steps are to meet with Customs and Border Protection (CBP) and Homeland Security. Extending the Border Zone in Arizona will take an amendment to the Department of Homeland Security (DHS) regulations. On January 7, 2014, the MAG Economic Development Committee recommended approval of the Resolution of Support for Extending the Border Zone in Arizona to include all of Arizona.

6A. FY 2014 MAG Final Phase Public Input Opportunity

Acting Chair LeVault stated that there would be a presentation and a question and answer period for each of the agenda items 6A, 6B and 6C. This would be followed by a public comment period and a motion.

Jason Stephens, MAG staff, reported on the input received during the Final Phase Input Opportunity. This was input received during the final opportunity for comment on the FY 2014-2018 Draft Transportation Improvement Program, the 2035 Regional Transportation Plan, and the 2014 Conformity Analysis. Mr. Stephens stated that the Final Phase is summarized in the Final Phase Report, which was included in the agenda packet.

Mr. Stephens stated that MAG has a four-phase public involvement process, which is part of the public participation plan adopted by the MAG Regional Council in 2006. He noted that the Final Phase provides residents with their final opportunity to provide input into draft plans and programs before MAG policy committees take action.

Mr. Stephens stated that the public is notified of the public meeting to solicit input on the updated TIP and Plan, through postcards and display advertisements in the Arizona Republic, Arizona Informant and Prensa Hispana newspapers.

Mr. Stephens displayed a summary of comments received and said that all comments received a formal written response. Acting Chair LeVault thanked Mr. Stephens for his report. No questions from the Council were noted.

6B. Approval of the Draft FY 2014-2018 MAG Transportation Improvement Program

Teri Kennedy, MAG staff, reported that the Draft FY 2014-2018 MAG Transportation Improvement Program (TIP) includes projects from the Regional Transportation Plan, all regionally significant projects funded with state, local, and private funds, competitively selected projects, Regional Area Road Fund projects, federally funded transportation projects, projects in the expanded planning boundary (all of Maricopa County and portions of Pinal County).

Ms. Kennedy displayed a summary of the 782 projects contained in the FY 2014-2018 TIP, totaling approximately \$4.4 billion. She noted that the projects are categorized as highway and transit projects. Ms. Kennedy then provided a summary of projected revenues, which total approximately \$8.7 billion. She noted that \$280,000 in the TIP still needs to be programmed.

Ms. Kennedy displayed a graph comparing the project costs of the approved FY 2011-2015 TIP to the draft FY 2014-2018 TIP and noted that for the first time ever in MAG's history, the amount federal formula funds coming to MAG for federal projects has declined. She noted that the amount is 3.9 percent. Ms. Kennedy stated that the sales tax funds are very volatile and change with the economy. She stated that overall, there has been a 23 percent decline from the FY 2011-2015 TIP to the draft FY 2014-2018 TIP and a shift toward operations and maintenance projects and less toward new projects.

Ms. Kennedy stated that this is the final step in the approval process for the TIP. She said that the approved TIP will then be submitted to Federal Highway Administration, Federal Transit Administration, the Arizona Department of Transportation, and Environmental Protection Agency for review and approval of various areas of the TIP, RTP and Air Quality Conformity Analysis. Ms. Kennedy noted that they anticipate completion of this process in the beginning of March 2014.

Ms. Kennedy stated that current programming activities include FY 2014-17 Highway Safety Improvement Program projects, FY 2015-17, Transportation Alternatives infrastructure projects, FY 2014 PM-10 CMAQ street sweepers, and FY 2013-17 PM-2.5 CMAQ Paving Unpaved Road projects. Future programming includes ADOT Competitive Transit Section 5307 and 5339 projects, Transportation Alternatives Non-Infrastructure projects, Pinal County STP (currently is partially programmed), and MAG Unified Planning Work Program projects (Traffic Signal Optimization Program, Design Assistance Program, and street sweepers).

Acting Chair LeVault thanked Ms. Kennedy for her report. No questions from the Council were noted.

6C. Approval of the Draft 2035 MAG Regional Transportation Plan

Roger Herzog, MAG staff, stated that a regional transportation plan is required to maintain eligibility for federal transportation funding and must be updated at least every four years. He noted that this draft Plan extends through Fiscal Year 2035 and continues the established plans, priorities and policies contained in the current adopted Plan.

Mr. Herzog stated that the Plan is a comprehensive document, reviewing the status and strategies for a range transportation activities in the MAG area. He stated that the Plan identifies the freeway/highway system, the arterial street network, the bus service network, the light rail transit/high capacity transit system, and a number of other transportation activities in the MAG region.

Mr. Herzog stated that activities for review of the draft Plan include opportunities for public input, such as early phase, mid phase, and final phase input opportunities, public meetings and hearings, and committee meetings. He reported that actions to conduct an air quality conformity analysis on the Draft 2035 MAG Regional Transportation Plan were taken by the Transportation Review Committee, Management Committee, Transportation Policy Committee, and Regional Council. Mr. Herzog stated that the air quality conformity analysis has been successfully completed and demonstrated conformity. He said that a public hearing was held on November 25, 2013, and the MAG Air Quality Technical Advisory Committee recommended approval of the conformity analysis on December 3, 2013. Mr. Herzog advised that the Transportation Review Committee recommended final approval of the Draft 2035 MAG Regional Transportation Plan on December 12, 2013, and the MAG Management Committee recommended approval on January 8, 2014, and the Transportation Policy Committee on January 29, 2014.

Acting Chair LeVault thanked Mr. Herzog for his report. He asked members if they had questions.

Mayor Wolcott made a statement for the record. She said she would be voting against approving the plan. Mayor Wolcott stated that she felt the plan was significantly deficient for the West Valley, particularly in terms of connectivity of mass transit. She remarked that options are needed to get people out of their cars if we want to improve air quality. Mayor Wolcott stated that a significant number of people commute from the West Valley to Phoenix and back again each day. From her office window she can see the brown cloud that comes from the cars idling on Interstate 10 as they head east. Mayor Wolcott expressed her appreciation for having Loop 303, but without the connectivity to mass transit from Interstate 10, the dependence on single occupant vehicles will continue. She remarked that this is not good for quality of life or air quality.

Mayor Lewis referenced the light rail/mass transit system slide and asked if any re-evaluations would take place as time went on, or if the system shown was the system that would be built and no changes would take place. Mr. Smith replied that MAG constantly re-evaluates its plans to adjust to changing conditions. He noted that the current issue is the economy and the amount of funding available. Mr. Smith added that if the plan is not approved, approximately \$8 billion in projects, including privately funded projects, will not move forward.

Mayor Lewis remarked that it might be helpful when priorities are discussed to have a map of where light rail routes might go if funding became available.

Mr. Smith suggested a presentation on MAG's long range transit plan that shows commuter rail routes. He said that at a future meeting, Valley Metro could report on rail and future planning. He said that there are also illustrative projects that have no funding and those projects that were pushed out past the current tax, such as the I-10 Reliever. Mr. Smith stated that new ideas need to be heard and evaluations to see if we still want to do all of the projects from the 2003 Plan.

Acting Chair LeVault asked those on teleconference if they had questions. None were noted.

No public comment cards were received.

Mayor Lane moved acceptance of the FY 2014 MAG Final Phase Public Input Opportunity, approval of the Draft FY 2014-2018 MAG Transportation Improvement Program (TIP) with the included errata sheet and table correction updates, contingent on a finding of conformity of the Draft TIP and 2035 Regional Transportation Plan with applicable air quality implementation plans, and approval of the Draft 2035 MAG Regional Transportation Plan (RTP), contingent upon a finding of conformity of the FY 2014-2018 MAG Transportation Improvement Program and the 2035 RTP with applicable air quality plans. Mayor Schoaf seconded, and the motion passed with Mayor Wolcott voting no.

7. Legislative Update

Nathan Pryor, MAG staff, provided an update on legislative issues of interest. Mr. Pryor stated that for some time, MAG has been reporting on declining regional, state, federal transportation revenues. He indicated that the focus of his presentation today is the Highway User Revenue Fund (HURF).

Mr. Pryor stated that over the past decade, the HURF has been subject to more than \$1 billion in sweeps by the state. He said that recently, a number of cities, towns, and other organizations have taken positions opposing HURF sweeps, and MAG staff is suggesting taking a position to stop the HURF sweeps and keeping the statutory limit for transfers to \$20 million annually. Mr. Pryor stated that \$126 million was swept in FY 2014 and \$234 million in FY 2013.

Mr. Pryor stated that leadership and members of the Legislature have indicated their willingness to fully fund the HURF. He noted that the state budget for 2015 is showing HURF sweeps of more than \$125 million. Mr. Pryor noted that keeping the HURF to its statutory limit of \$20 million per year is the simplest short term option.

Mr. Pryor stated that the option recommended by the Transportation Policy Committee was a letter to the Governor signed by the Regional Council. He noted that a letter from Speaker Andy Tobin and Representative Chad Campbell in support of the HURF and a draft letter to Governor Brewer had been provided. Mr. Pryor stated that if the Regional Council approves sending the letter, a signature page would be circulated among the Regional Council members present at the meeting and staff would follow up with those not present at the meeting if they wanted to add their support.

Acting Chair LeVault thanked Mr. Pryor for his report and asked members if they had questions.

Mayor Schoaf stated that at the Litchfield Park Town Hall a couple of weeks ago, they encouraged residents to sign a petition similar to the draft letter. He noted that the petition was sent to the Governor and their legislators. Mayor Schoaf encouraged all jurisdictions to do the same and to involve their residents. He added that the petition is posted on the City website and they are accepting electronic signatures that will be forwarded to their legislators.

Mayor Schoaf moved that the MAG Regional Council send a letter to the Governor and Legislature regarding Highway User Revenue Fund sweeps. Mayor Lane seconded.

Acting Chair LeVault asked if there was discussion of the motion.

Mayor Kavanagh stated that the Legislature has proposed restoring \$119 million for 2015 and 2016. She noted that for 2017 with no discretionary spending, the State will be in a \$500 million deficit. Mayor Kavanagh stated that just as MAG does what it can with the funds it gets, the State will have to do whatever it can with the funds it has. She added that the Regional Council also needs to do what is best for the State and to say to restore the HURF for all the future, it needs to consider what will happen in 2017 and allow them to do what is best with the revenue. Mayor Kavanagh stated that her comment is to be glad to get the \$119 million for 2015 and 2016, and then make the decision in the future what to ask for.

Mr. Smith stated that Mayor Kavanagh brought forward thoughtful comments. He said that he had a discussion with ADOT Director John Halikowski regarding the 138 miles of centerline freeway miles that have been added and this has increased the role of DPS. Mr. Smith remarked that a mechanism for funding DPS is needed, and he noted that there is a surcharge on the vehicle license tax in California

to fund its Highway Patrol. He stated that a funding solution is needed so this will not continue to be an issue.

Mayor Stanton expressed his support for the motion and indicated he would sign the letter on his own behalf, because a position on HURF has not yet been discussed by the City Council. He added that he understood the timeliness of this issue was key so he would sign the letter and present it to Council for official policy at its next meeting.

Acting Chair LeVault asked Mayor Schoaf if their legislators were invited to the Town Hall. Mayor Schoaf replied that they were invited but did not attend.

Mayor Weiers suggested that the letter be sent to all 90 of the state's legislators, not just the region's legislators.

Mayor Lane noted that the City of Scottsdale has taken a position on the HURF funds. He said that he thought the wording in the letter was a suggestion, not overbearing and did not lack consideration for the circumstances, so he thought it was appropriate and consistent with MAG's position to send the letter.

Councilman Farrar stated that he spoke to Ken Strobeck at the League. He said that the Town of Carefree is looking to ratify a resolution of support. Councilman Farrar asked if any communities had been approached by either MAG or the League. Mr. Pryor replied that some cities and towns have taken an active role on their own in passing resolutions of support, but MAG did not have a full view of the positions on sweeps by all cities and towns.

Mayor Mitchell advised that the League of Arizona Cities and Towns has signed a resolution of support.

Acting Chair LeVault noted that Mr. Strobeck mentioned the resolution at the Youngtown Citizens Academy he recently attended. He remarked that he thought presenting a united front would be beneficial with the Legislature.

With no further discussion, the vote on the motion passed unanimously.

8. Phoenix Recognized for Ending Veteran Homelessness

Brandee Mead, MAG staff, reported that more than 200 chronically homeless veterans in the greater Phoenix area have been placed in permanent housing since 2011 through Project H3 VETS, a special initiative of the Arizona Coalition to End Homelessness. She said that in December, the White House declared Phoenix the first U.S. City to identify and house all chronically homeless veterans. This is a major step toward national and regional goals of ending chronic homelessness among veterans by 2015.

Ms. Mead stated that this could not be possible without community collaboration on many levels, which involved multiple government agencies and community partners that work on housing solutions for Veterans who are experiencing homelessness. She expressed the efforts of the Arizona Coalition to End

Homelessness, the Arizona Department of Veterans' Services, veteran's focused housing development companies like Cloudbreak Communities, the City of Phoenix, especially Mayor Stanton for his support and commitment to this effort. Ms. Mead introduced Joan Serviss and Shane Groen from the Arizona Coalition to End Homelessness, Sean Price from the Arizona Department of Veterans' Services and Brad Bridwell from Cloudbreak Communities who were present at the meeting.

Ms. Mead remarked that because of the collaborative efforts to house chronically homeless veterans, systems have been changed and there is now an effective process in place to quickly house homeless veterans. She acknowledged that this does not mean that there will never be another homeless veteran on the street but now there is an effective process in place to quickly house homeless veterans when they are identified. Ms. Mead stated that the goal now is to replicate the success in the City of Phoenix across the entire region.

Ms. Mead reported that yesterday morning, hundreds of volunteers were out on the street counting and interviewing people as part of the annual point-in-time homeless street count. She explained that the data collected from the count will provide a snapshot of the number who are homeless across the entire region. Ms. Mead noted that a veterans' command center was established as part of the count this year with outreach teams who were dispatched to locations where a volunteer identified a homeless veteran. The outreach teams were able to transport veterans to the Community Resource and Referral Center so that they could immediately begin the process of providing services and housing.

Ms. Mead stated that final steps are in place to make an announcement at the Maricopa StandDown event acknowledging that all chronically homeless veterans in the City of Phoenix have indeed been housed. She noted that everyone is invited to the event, which is taking place Saturday, February 15, 2014, at 9:00 a.m. at the Veterans Memorial Coliseum. Ms. Mead stated that she could provide additional information on Project H3 VETS or the Arizona Coalition to End Homelessness information could be obtained at www.azceh.org.

Acting Chair LeVault thanked Ms. Mead for her report and asked if there were questions.

Mayor Stanton acknowledged the incredible team who came together with the common goal of ending chronic homelessness. He said that the average time a chronically homeless veteran was on the street is eight years and they face incredible hurdles and challenges. Mayor Stanton acknowledged the efforts of Maricopa County, the State Department of Veterans' Services, the Veterans' Administration. He said that the focus was to get these homeless individuals into permanent, not transitional, housing and get them the services they need so they could break the cycle of homelessness. Mayor Stanton stated that in his years of public service he has never seen a more dedicated group of individuals who came together with a common goal of ending chronic homelessness. He stated that H3 stands for Home, Health and Hope. Mayor Stanton stated that Valley of the Sun United Way gave significant resources to make this happen. He reported that HUD created a friendly competition among most large cities in the nation. Mayor Stanton stated that Phoenix put in additional resources so it could hire two navigators, who are key to helping Phoenix accomplish its goal. He said that the navigators, often veterans who have been homeless themselves, build trust relationships with the homeless veterans and stick with them when they get into housing. Mayor Stanton stated that it is the same as the no person left behind in the military. He

noted that the team's success rate in keeping people off the streets is 94 percent, which is way above the national average. Mayor Stanton stated that the goal is to maintain a functional zero of chronically homeless veterans. He expressed that the reality is there are more veterans coming back and more work to do. Mayor Stanton extended a huge thank you to Ms. Mead and the entire team who have done an awesome job on this effort.

Mayor Wolcott acknowledged Mayor Stanton for speaking on this issue so passionately for quite some time. She remarked that homelessness occurs in all communities, and can be invisible, especially in the suburbs, unless you hit the streets and see it is there. Mayor Wolcott stated that she can see a tent in the desert outside her office and they go out and visit with the man who stays there from time to time to see if they can help. Mayor Wolcott noted that President Obama recognized Mayor Stanton last week, and she offered her appreciation as a colleague for being such a leader both here and nationally on what can be accomplished if we focus on functional zero. She said it is an amazing accomplishment.

Mayor Stanton thanked Mayor Wolcott for her kind words and said it was really the people that were introduced earlier that got the job done in partnership with the City.

Councilman Farrar began speaking, but his microphone was turned off.

Mr. Vint interrupted from the audience that he could not hear and requested that members use their microphones.

Councilman Farrar apologized for not using his microphone. He expressed his admiration for Mayor Stanton's efforts to help veterans' causes. Councilman Farrar asked if there had been any engagement with the Arizona Department of Housing. Ms. Mead replied that the Arizona Department of Housing is a partner in housing the homeless, and MAG will continue to work with them on homeless issues.

Mayor Stanton stated that adopting a housing first strategy is not without controversy. He noted that there could be a number of issues, such as health, mental health, or substance abuse, that results in a veteran being chronically homeless and it could take a few attempts to conquer the issue. Mayor Stanton stated that they need to be allowed to stay in housing, even government supported housing, to cure the issue. He stated that the Arizona Department of Housing was critical to the housing first effort.

Acting Chair LeVault expressed his appreciation to Mayor Stanton for facilitating efforts to house the homeless, especially veterans, who would give the ultimate to make sure we live our lives in freedom.

Mayor Stanton added that post traumatic stress disorder, which results from combat, is a serious issue for many veterans and is one of the reasons for their homelessness.

9. MAG Regional Transportation Survey Results

Eileen Yazzie, MAG staff, noted that a copy of the PowerPoint presentation was at each place. She noted that at the August 14, 2013, Transportation Policy Committee meeting, an update on

transportation revenues was provided. It was noted at the meeting that the current sales tax projections reflected a 40 percent decrease compared to the 2003 projections.

Ms. Yazzie stated that the TPC discussed next steps, including conducting a public opinion survey to gauge public views and sentiment regarding needs and revenue sources. Ms. Yazzie stated that a telephone survey was conducted from December 4-31, 2013, similar to the statewide survey conducted in 2008 and the survey conducted in preparation for Proposition 400. Ms. Yazzie stated that the Regional Transportation Survey focused on high efficacy voters, not general voters, to discover their receptiveness on taxes or fees for transportation.

Ms. Yazzie stated that the Regional Transportation Survey contacted approximately 600 high efficacy voters in the MAG region (Maricopa County and the MAG portion of Pinal County), who tended to be older, White, and Republican.

Ms. Yazzie said that the survey began with a question on how respondents viewed their financial status in the next year. She noted that most responded that they saw their financial status as remaining the same.

Ms. Yazzie stated that respondents were asked their frequency of travel within the state of Arizona, but outside of their county of residence. She noted that responses mirrored the responses in the 2008 statewide survey. Ms. Yazzie stated that respondents were asked their political perspective, to which most answered very conservative or somewhat conservative. Ms. Yazzie stated that respondents were asked the method used to commute to work and the overwhelming majority answered driving alone. She added that many who drive alone do not have much experience with public transportation.

Ms. Yazzie then introduced Kathy DeBoer from WestGroup Research, Inc., who continued the presentation. Ms. DeBoer stated that the survey asked satisfaction questions. She said that respondents indicated satisfaction with freeways/highways and streets and roads, but indicated a lot of “do not know” with light rail and buses, probably because they do not have or use these modes of travel. Ms. DeBoer said that respondents in Maricopa County were more satisfied with streets and roads than respondents in Pinal County.

Ms. DeBoer stated that the next question asked the one most important transportation-related issue or problem in the greater Phoenix area today. The top responses included traffic congestion on freeways, lack of bus service/public transit, lack of light rail/access to light rail, traffic congestion on major streets, road maintenance and repair, and not enough freeways/highways. Ms. DeBoer stated that the number one response in the 2008 statewide survey was lack of public transit and the Regional Transportation Survey shows it is still an important issue.

Ms. DeBoer stated that respondents were asked to name the number one most important thing they think could be done to improve the transportation system in their local area. She noted that the most common responses related to public transportation, followed by traffic control, freeways, and streets and roads. Ms. DeBoer noted that improvements rolled up into public transportation included light rail and

expanded bus coverage. Improvements rolled up into traffic control issues included better traffic control, synchronized lights, and better law enforcement.

Ms. DeBoer stated that respondents were asked the number one priority and number two priority for the greater Phoenix area transportation system. She said that the components chosen most often by voters include completion of the regional freeway system and expanding the existing light rail system. The next two chosen most often include improving major streets and intersections and implementing a valleywide bus system. Ms. DeBoer remarked that this indicates respondents realize the need for a balance between streets and public transit.

Ms. DeBoer stated that greater than 60 percent of respondents, when asked whether there is enough funding available to cover needed transportation improvements in the greater Phoenix area for the next 20 years, indicated there is “probably not enough” or “definitely not enough” funding.

Ms. DeBoer reported that respondents were asked the importance of the regional transportation system for the region’s economy, with five as extremely important and one not at all important. She said that 78 percent rated it as a five or four, with 48 percent indicating it as a five.

Ms. DeBoer stated that the interviewers read a preamble to the respondents and then asked them questions: “Our transportation system primarily relies on gas taxes and dedicated sales taxes for funding. The Arizona gas tax has been 18 cents a gallon since 1991, which means that the purchasing power of the gas tax is almost 60 percent less due to inflation and increased fuel economy. The 20-year transportation sales tax for Maricopa County, which ends in 2025, is expected to generate 40 percent less than projected due to the recession. Because of lower revenue, maintenance and expansion of major parts of the regional transportation system have been delayed indefinitely.”

Ms. DeBoer said that respondents were asked, based on the previous statement, to rate their level of support for each proposed funding option to improve the transportation system in the greater Phoenix area. She listed the options from highest level of support to lowest: Extending the current County half cent sales tax for transportation beyond its expiration; Increasing developers’ fees; Increasing the gas tax; Taxing service-based businesses; Increasing vehicle registration/licensing fees; Increasing the sales tax; and Increasing the property tax. Ms. DeBoer stated that extending the half cent sales tax for transportation is perceived as something already being done and increasing developers’ fees are not perceived as coming out of the respondents’ pockets. Support drops when it seems the tax or fee will increase their own costs. She pointed out that those mid-range areas receiving a three rating are areas of opportunity where voters can be persuaded because the mid-range indicates respondents do not feel strongly one way or another.

Ms. DeBoer displayed a table that demonstrates that liberal voters (and in some cases, moderate voters), were generally more likely than conservative voters to support any of the taxes.

Ms. DeBoer stated that the results from the Regional Transportation Survey regarding the level of support for potential new revenue streams were compared to the 2008 statewide survey. Support for increasing developers’ fees decreased, while support for increasing vehicle registration/licensing fees,

increasing the sales tax, and increasing the property tax remained about the same. Ms. DeBoer noted that respondents were not asked about extending the half cent sales tax for transportation in 2008.

Ms. DeBoer stated that respondents were asked to rate their level of support for an increase in the taxes dedicated for transportation improvements if it would result in paying approximately \$50 more in taxes spread across the course of a year. She said they were also asked to rate their level of support for increasing the gas tax each year in the future to match the general inflation rate in order to fund transportation system improvements. Ms. DeBoer stated that there was more support for paying \$50 per year. She added that because indexing the gas tax is more unknown element and people are less likely to support it.

Ms. DeBoer reported that the survey then asked respondents which tax they would prefer if they had a choice of paying \$50 more per year in the sales tax or gas tax or 10 cents more per gallon in gas tax. She said that half of the respondents chose the \$50 per year even though the two taxes would amount to the same thing. Ms. DeBoer stated that this is the result of the perception – people lock in on a phrase.

Ms. DeBoer stated that respondents were asked their level of support for additional taxes or fees for different transportation improvements. She said that repairing/maintaining existing roads, repairing/maintaining existing freeways, utilizing technology to make freeways more efficient/reliable, expanding light rail, and building new freeways/lanes received the most support. Ms. DeBoer noted that by their replies, respondents showed that even though they supported expanding light rail, they realized maintaining the freeway and street systems was important.

Ms. DeBoer stated that respondents were asked how likely they were to support a tax increase if all of the money is used for regional transportation projects that may not be in their community. She said that 57 percent were somewhat likely or very likely to support this, which indicates they realize transportation is a regional issue.

Ms. DeBoer then summarized conclusions from the survey. Voters do not appear to support any new taxes/fees. Voters are not overwhelmingly ready to support the extension of the existing half cent sales tax. There is little interest/support for increasing the gas tax. Many “undecided” or “middle of the road” responses leaves room for education. The majority of the voters understand the link between transportation and the economy, which can be the foundation to build the case for the need for additional funds.

Acting Chair LeVault thanked Ms. Yazzie and Ms. DeBoer for their reports and asked members if they had questions.

Mayor Kavanagh stated that six percent of those surveyed mentioned safety as a transportation issue of concern, but this was not a concern in the 2008 survey. She said she thought it was significant that a lot of people mentioned safety. Mayor Kavanagh stated that she understood the need to expand the system, but it is also important to look at the connectivity of the current system. She noted the aging population in Fountain Hills, and around the region and said that many residents would be happy to use public transportation if they had access, but have to drive to get around. Mayor Kavanagh encouraged looking

at connectivity for those pockets of population who will use public transportation if it is available. Mayor Kavanagh stated that the survey was conducted to provide a guideline on people's views, however, the conclusions are inconclusive. She asked where do we go from here. Mr. Smith stated that there was extensive discussion on the poll. He said that MAG was preparing for the next generation Regional Transportation Plan and get ready for the vote, but this survey does not lead in that direction. He noted that the survey reveals that a huge education effort is needed – the public does not know the mechanisms that pay for transportation, for example, some survey respondents indicated they believed the State of Arizona paid for the light rail system. Mr. Smith stated that he also did not think we were close enough to the end of the tax, and waiting a bit might help.

Acting Chair LeVault agreed that he thought people needed more information.

Mayor Cook asked the amounts of sales tax and gas tax. Mr. Smith replied that they would get that number for Mayor Cook but he thought the sales tax brought in approximately \$300 million per year. He added that San Diego went for a 40-year tax, not a 20-year tax.

Acting Chair LeVault remarked that sales tax is one of most volatile forms of revenue and varies with the economy.

Ms. Yazzie stated that this region's sales tax collections are 40 percent behind the sales tax projections.

Mayor Kavanagh remarked that it would be assumed that high efficacy voters are knowledgeable about the issues, but the conclusions show this is not always the case. She added that the task will be more difficult to inform those who do not consistently vote.

10. Discussion of the Development of the FY 2015 MAG Unified Planning Work Program and Annual Budget

Becky Kimbrough, MAG staff, reported that each year, the draft Unified Planning Work Program and Annual Budget is presented from January through May, when it is submitted for approval by the MAG Regional Council. She noted that this allows sufficient time for input into the development of the Work Program. Ms. Kimbrough stated that the production timeline and draft Dues and Assessments were included in the agenda packet.

Ms. Kimbrough explained that due to the uncertainty of economic conditions, a fifty-percent reduction to the members' Dues and Assessments for FY 2009 was approved beginning with the FY 2010 budget. Dues and Assessments continued to be maintained at the 50 percent level each year through FY 2014. Ms. Kimbrough explained that during the time MAG Dues and Assessments were reduced, these additional costs have been covered using MAG reserve funds. On May 22, 2013, the Regional Council approved that member Dues and Assessments would continue at the 50 percent rate for FY 2014 with the understanding that the Dues and Assessments rate would be increased to 100 percent for FY 2015. Ms. Kimbrough stated that the CPI-U average of 8.59 percent was applied to the draft MAG Dues and Assessments for the FY 2015 Draft Dues and Assessments.

Ms. Kimbrough stated that the population numbers used in the draft Dues and Assessments calculation were updated using the most recently approved population estimates for 2013 as indicated on the draft Dues and Assessments for FY 2015 in Attachment A. She explained that footnotes are included in the table to aid in the explanation of the calculations of the Dues and Assessments.

Acting Chair LeVault thanked Ms. Kimbrough for her report. No questions from the Council were noted.

11. Second Binational Economic Forum - Consolidation of the Arizona-Sonora Mega-Region

Alana Chávez-Langdon, MAG staff, reported that on March 22, 2013, elected officials and business leaders from the MAG region participated in the First Binational Economic Forum in Nogales, Sonora. The purpose of the event was to provide an opportunity to exchange ideas, discuss international trade and regional economic strategy. Ms. Chávez-Langdon stated that a second Binational Economic Forum has been proposed to build upon these discussions through the establishment of a formal binational mega-region to provide a framework for addressing policy issues of local/regional significance, such as transportation, infrastructure, education, border security, trade, commerce, and tourism. Ms. Chávez-Langdon stated that some cities have already begun increasing their international economic opportunities with Mexico, for example, the City of Sierra Vista recently announced a collaboration with the State of Sonora.

Ms. Chávez-Langdon stated that at the December 11, 2013, Joint Planning Advisory Council meeting, Mayor Ramón Guzmán from Nogales, Sonora, extended an invitation to mayors from Arizona's Sun Corridor and to join 72 mayors to be invited from throughout the state of Sonora to attend a Second Binational Economic Forum in the spring. Ms. Chávez-Langdon stated that a draft agenda and proposal for developing the mega-region initiative were included in the Regional Council agenda packet for input. She noted that the date proposed for the forum is March 27 and 28, 2014, or April 10 and 11, 2014. She stated that MAG staff will be meeting next week with Mayor Guzmán to further discuss details of the event.

Acting Chair LeVault thanked Ms. Chávez-Langdon for her report. No questions from the Council were noted.

12. Update on the MAG 2012 Five Percent Plan for PM-10 and Exceptional Events

Due to the lateness of the agenda, this item was not considered.

13. Request for Future Agenda Items

Topics or issues of interest that the Regional Council would like to have considered for discussion at a future meeting were requested.

No requests were noted.

14. Comments from the Council

An opportunity was provided for Regional Council members to present a brief summary of current events. The Regional Council is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

No comments were noted.

Adjournment

There being no further business, the meeting adjourned at 1:10 p.m.

Secretary

Chair